

*****JANUARY MEETING*****

Our first meeting of the new year was held on January 6th, in our regular room at the Bismarck Hotel in downtown Chicago. Our guest speaker was John Perkins of CTA's Bus Instruction Dept. John gave a lecture on Restoration of Service techniques used by CTA bus service supervisors who encounter a service delay in their area.

*****FEBRUARY AT OSA*****

Our second meeting of the new year will be held on Friday, February 3rd, at 7:30pm in Parlor E at the Bismarck Hotel, located on Randolph at Wells in Chicago.

*****FANTRIPS SOON*****

In our next issue, we will be providing details on our two upcoming fantrips. one will involve CTA's restored 1944 White transit (model 798) and possibly an historic bus belonging to another local bus operator. Our second trip will use CTA's restored TDH-5103, more commonly known as Chicago Motor Coach #605. Because the 605 only has seats for six (6) passengers, it will be operated with a Diamond provided by Coach Travel Unlimited. Because of the limited capacity of 605, riders will rotate between the two buses. The trip itinerary will cover many of the boulevards that CMC operated on. Dates and more details in our next issue.

*****GULF TRANSPORT*****

Thanks to OSA'er Andy O'Brien, who sent along a press release from the Illinois Central Gulf, we can give you details on the sale of Gulf Transport.

On July 1, 1983, the ICG sold its Gulf Transport bus subsidiary to Trans National Associates, Ltd. of St. Louis, Mo. Terms of the sale were not revealed.

Headquartered in Mobile, Alabama, Gulf operates motor coaches for nationwide charter and intercity route service along 1,483 route miles in Illinois and in the South. Gulf also provides fleet vehicle service for several intermodal (piggyback) terminal locations on the ICG's rail system. ICG's Acting President Robert F. Stewart was quoted as saying that "ICG's sale of Gulf Transport is part of the IC Industries plan to divest a number of subsidiary operations...GTC has been a profitable operation it does not fit into IC Industries long-term strategic plan." Included in the sale are 62 MCI buses.

*****OSA #1 ON THE MOVE*****

Richard Kunz, OSA member #1, has jointed the staff of Passenger Train Journal as a columnist writing on contemporary urban passenger railroading. Under the highly original title of "Rush Hour" Richard will be keeping PTJ's readers abreast of transit developments. Transport Central will be suspended for only the second time in its history so that Richard can devote time to this project.

*****CTA DIESEL UPDATE*****

For the last several years, the CTA has been operating a small diesel switcher (4 wheel) at the 63rd lower yard. Our resident diesel spotter, Andris Kristopans, has identified the unit, presently numbered MS 65 as a GE 23-ton unit purchased from US Steel via dealer George Silcott. It operated for USS at Pittsburgh, CA. It was built in 1942 for the Defense Plant Corporation also located there.

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CTU IN BUS CONVENTION

With other intercity bus company representatives from throughout the U.S. and Canada, Coach Travel Unlimited, Inc., recently took part in the American Bus Marketplace in New Orleans, LA on Dec 6-9.

The marketplace is the annual travel-tourism meeting of the American Bus Association and is the principal gathering at which bus companies make the contacts needed to organize their charter and tour itineraries for the following year.

Also taking part in the New Orleans meeting were officials of state, local and regional tourism promotion organizations -- there to promote more bus charter and tour business for their areas -- and representatives of a broad range of tourism service suppliers, such as hotels and motels, restaurants, theme parks and other attractions.

Wally Urban, president of Coach Travel Unlimited, noted that leisure travel by bus is the fastest-growing segment of the travel industry, generating billions of dollars that go directly into state and local economies.

Last year, bus charter and tour passengers -- who numbered more than 208 million -- spent nearly \$9 billion dollars for lodging, meals, shopping, sightseeing, admissions and other incidentals.

Coach Travel Unlimited also participated in the Buscade Parade featuring one of its 1983 MC9 motor coaches. The Buscade wound through the streets of New Orleans from the far north side to the downtown area. Enroute to downtown, the Buscade drove through the superdome where CTU driver Charlie Ryan counted 45 motor coaches in the parade.

Thanks goes to OSA member James Charles Penning for the above article.

DOT DEREGULATION ANALYSIS

The flood of applications for new operating authority in the past year has been cited by Transportation Secretary Elizabeth Dole as evidence that deregulation of the bus industry was needed. She called it "a strong indication of just how little competition there has been in bus transportation." In a speech to the National Transportation League, Dole also refuted criticism that small communities are suffering because of deregulation: "For example, a carrier recently opened a new route running north/south across western Kansas. Using mini-buses and vans, this operator is serving communities (25) that had previously had no bus service at all, because the full-size buses were unsuited to the light density market...in Wisconsin and in western New England, routes abandoned by former carriers now have more frequent bus service than before."

NOTES FROM NEW YORK

The New York City Transit Authority is currently taking delivery of 325 RTS T80204's (Nos. 3001-3325). This is the fourth NYCTA order for this type of vehicle, and will replace 5303's, 5305's, and 111cc-D51 Flexibles. The new coaches will be operated from 126th Street, 100th Street, and the Amsterdam Avenue Garages in Manhattan, Jamaica and Queens Village Garages in Queens, Flatbush Avenue Garage in Brooklyn and West Farms Garage in the Bronx. These will be the first ADB's ever assigned to 100th St. & West Farms, which leaves Fifth Avenue garage in Brooklyn as the only garage operating solely "fishbowl" generation vehicles. This garage is being currently rebuilt, and upon completion will be operating ABD's.

On a related note the new Walnut Street Garage in the Bronx is scheduled to open in the spring. This former Woolworth's warehouse will replace West Farms Depot, which is an ancient 2-floor former streetcar barn in the burned-out central Bronx.

Andris Kristopans

STATE STREET SUBWAY ENTRANCES REVISED

The CTA placed in service on December 21, 1983, the long under construction elevators at the Adams-Jackson-State subway station. One is between street and mezzanine, the second between mezzanine and platform. This is the 7th CTA station to have an elevator (The others are Loyola, Granville, Western/Ravenswood, Desplaines, Polk and 79th). The lifts on the O'Hare extension should become operational this year.

In order to fully utilize this new elevator, agency hours at several State Street mezzanines will be changed effective with the agent pick on January 8, 1984. Monroe/Adams and Jackson/Van Buren, currently open 24 hours, will be open Mon-Fri 6am to 7pm only. Adams/Jackson, currently open Mon-Fri 6am to 7pm will revert to 24 hour operation. In addition, Van Buren/Congress, the southernmost entrance, will be abandoned for lack of business as of 7pm Friday, Jan. 6th, and the platform south of the Jackson/Van Buren stairway will be closed off. As part of these changes, train stop locations for the Monroe and Jackson stations have been revised to bring 2 and 4 car trains closer to the 24 hour entrances, with trains at Monroe stopping south of the Madison/Monroe stairs, and at Jackson at the south end of the Adams/Jackson stairs.

Andris Kristopans

A COLD WEATHER TALE

(Reprinted from the Chicago Sun Times, Sunday, December 25, 1983)

The man in the blue parka stamped his feet on Evantson's Main St L platform Saturday and muttered to a newcomer that he'd been waiting nearly 30 minutes for a southbound train.

Blue parka nodded toward the battery of electric heaters overhead and said: "We'd really be dead if they went out".

Then they went out.

He pressed the button to restart the heaters, but nothing happened.

He punched it repeatedly. Nothing happened. He cursed it and pushed the button again. Nothing. He kicked the stanchion beneath it. Nothing.

A little child sitting with his father at the end of the bench nearest the button said "Maybe you have to say 'Please!'".

"I'd die before I'd say 'please' to the CTA", blue parka said, cursing and punching the button.

The boy, almost out of sight beneath a beige coat and hat, and layers of scarf, got up, said "please" and pushed the button.

The heaters went on again.



THEN and NOW

INFLATION AT A GLANCE

Commodity	August 1939	August 1951	Percent Increase
*Sirloin Steak, per pound	\$.16	\$1.09	581.3%
*Coffee, per pound	.17 1/4	.89	408.57%
*Fresh Milk, per quart	.08	.22	175.0%
Local Adult Transit Fares:			
Chicago Surface Lines	.07	.17	142.86%
Chicago Rapid Transit	.10	.18	80.0%

"COFFEE—19c A POUND" . . . that offer, recently made by a big Chicago department store chain, caused near riots as budget-conscious housewives clamored to take advantage of a rare bargain in this year 1951. The price prevailed for just one day as the company sought to focus attention on the 68th anniversary of its founding.



From the collection of David Stanley



"On the New York - Philadelphia - Washington run for Pennsylvania - Greyhound, use of this Pickwick Duplex eliminated a second section on two of the first three trips. It leaves New York at 10:40 AM, leaves Philadelphia at 3:00 PM, and arrives at Washington at 9:40 PM. Five seats are saved for Newark passengers. On Nov. 3 when leaving New York the bus carried 35 passengers; on Nov. 4 the number was 42; and on Nov. 5 there were 41 passengers." (Photo and caption from BUS TRANSPORTATION, November 1930, p. 538.

The Pickwick Duplex seated a total of 53, was 33 ft. long, 96 in. wide, and 9'10" high, with a 246 in. wheelbase. Unloaded weight was 17,000 lbs. with load provision of 8,000 lbs., for a total gross vehicle weight of 25,000 lbs. It was powered by a 150 hp., 6 cylinder Sterling "PETREL" engine. Designed by Dwight E. Austin, it was built by the Pickwick Motor Coach Works at El Segundo, California.
(From the collection of Zenon Hansen)